

Appl. No. 10/613,543  
Amdt. Dated October 7, 2004  
Reply to Official Action of July 7, 2004  
Attorney File No. 7850-005

This listing of claims will replace all prior versions and listings of claims in this application:

**Listing of Claims:**

1. (Currently amended) A multi-hull apparatus having an axis coincident with the direction of travel comprising, said apparatus comprising:

at least one starboard hull section having a bow section and a stern wave section; wherein

said bow section and said stern section are substantially equal; and

at least one port hull section having a bow section and a stern section; wherein said bow

section and said stern section are also substantially equal; and wherein said at least

one starboard hull section and said at one port hull section are also substantially equal

thus making said apparatus bilaterally symmetrical as well as fore and aft

symmetrical when viewed amidships; and

each bow section and each stern section of said at least one starboard and port

sections further comprising more than three triangular panels meeting a common

point such that the common point of each said bow section and said each said stern

section of each said hull sections are aligned to provide a hull section axis that is

substantially parallel to the axis of the direction of travel; and wherein each said hull

section has at least one sail and mast assembly to propel said multi-hull apparatus.

2. (Cancelled)

3. (Cancelled)

4. (Original) The apparatus of claim 1 further comprising a superstructure

interconnecting section disposed between said at least one starboard and port hull sections.

5. (Currently Amended) The multi-hull apparatus of claim 3 1 having a centerline

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wherein said center hull sections further comprises sufficient ballast below the centerline of said apparatus such that if said apparatus is turned bottom-side up, said apparatus will return to bottom-side down by itself.

6. (Currently amended) A multi-hull apparatus having an axis coincident with the direction of travel comprising, said apparatus comprising:

at least one starboard hull section having a bow section and a stern wave section; wherein

said bow section and said stern section are substantially equal; and

at least one port hull section having a bow section and a stern section; wherein said bow

section and said stern section are also substantially equal; and wherein said at least

one starboard hull section and said at one port hull section are also substantially equal

thus making said apparatus bilaterally symmetrical as well as fore and aft

symmetrical when viewed amidships; and

each bow section and each stern section of said at least one starboard and port

sections further comprising more than three triangular panels meeting a common

point such that the common point of each said bow section and said each said stern

section of each said hull sections are aligned to provide a hull section axis that is

substantially parallel to the axis of the direction of travel; and wherein each said hull

section has at least one row of propulsion units; and The apparatus of claim 2 wherein

said at least one propulsion unit further comprises at least one hydropneumatic

cylinder that can position said at least one propulsion unit at various angles of attack

relative to the hull section axis that said at least one propulsion is attached thereto.

7. (Currently amended) The apparatus in claim 5 6 wherein said at least one propulsion unit is an electric motor.

8. (Currently amended) The apparatus in claim 5 6 wherein said at least one propulsion

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unit is powered by a diesel engine connected to at least one propeller.

9. (Currently amended) The apparatus in claim ~~5~~ 6 wherein said at least one propulsion

unit is powered by a gasoline engine connected to at least one propeller.

10. (Currently amended) The apparatus in claim ~~5~~ 6 wherein said at least one propulsion

unit is water jet impeller.

11. (New) The apparatus of claim 6 further comprising a superstructure interconnecting

section disposed between said at least one starboard and port hull sections.

12. (New) The multi-hull apparatus of claim 11 having a centerline wherein said hull

sections further comprises sufficient ballast below the centerline of said apparatus

such that if said apparatus is turned bottom-side up, said apparatus will return to

bottom-side down by itself.